Pro Comp — Box 1- PN 55728/55728MX-1 55728/55728MX

Part #	Description	Qty	Illus.	Page
94-4002	Front bump stop spacer	2	1	5
90-6662	Hardware pack: Front bump stop spacer	1	-	-
70-0372001800 3/8" x 2" hex bolt GR. 8	2	1	5	
72-0371100816 3/8" NYLOCK NUT	2	1	5	
73-03700034 3/8" HARDWARE FLAT WASHER	4	1	5	
91-5841	REAR TRACK BAR BRACKET	1	2	7
90-2650	REAR TRACK BAR SPACER	1	2	7
13-90496	U-BOLT: Rear Track Bar Relocation Bracket	1	2	7
72-050100816	1/2" STOVER NUT GR. C	2	2	7
73-050000830	1/2" SAE FLAT WASHER	2	2	7
90-6722	HARDWARE PACK: Rear Track Bar Bracket	1	-	-
70-0563251800 9/16" x 3 1/4" GR. 8 HEX BOLT	1	2	7	
72-056100816 9/16" STOVER NUT	1	2	7	
73-05600830 9/16" SAE FLAT WASHER	2	2	7	
70-0371001800	3/8" x 1" GR.8 HEX BOLT	2	2	7
72-037100816 3/8" STOVER NUT	2	2	7	
73-03700830 3/8" SAE FLAT WASHER	4	2	7	
90-6529	HARDWARE PACK: Jeep Cam Kit	1	-	-
73-01410940 14mm FLAT WASHER	1	2	7	
72-01415008812	14mm-1.5 NUT	1	2	7
90-3245	NOTCHED CAM	1	2	7
90-3718	CAM BOLT	1	2	7
91-5289	REAR BUMP STOP	2	-	-
90-6299	HARDWARE PACK: Rear Bump Stop	2	-	-
70-0311001800	5/16" x 1" HEX BOLT GR.8	2	-	-
72-0531100816	5/16" NYLOCK NUT	2	-	-
73-03100034	5/16" HARDENED FLAT WASHER	4	-	-
91-5182	FRONT SWAY BAR DROP BRACKET	2	-	-
90-6340	HARDWARE PACK: Front Sway Bar Drop	1	-	-
70-0431251800	7/16" x 1 1/4" HEX BOLT GR.8	4	-	-
72-043100816	7/16" x STOVER NUT GR. C	4	-	-
73-0400830	7/16" SAE FLAT WASHER	8	-	-

FOLLOWING PARTS ARE USED IN CONJUNCTION WITH THIS KIT. THEY ARE PACKED AND MUST BE ORDERED SEPARATELY

55399	JEEP FRONT COIL SPRING	1	-	-
55207	JEEP REAR COIL SPRING	1	-	-
924510	ES9000 SERIES FRONT SHOCK	2	-	-
924507	ES9000 SERIES REAR SHOCK	2	-	-

INTRODUCTION

- **This installation requires a professional mechanic!**
- We recommend that you have access to a factory service manual for your vehicle to assist in the disassembly and reassembly of your vehicle. It contains a wealth of detailed information.
- Prior to installation, carefully inspect the vehicle's steering and driveline systems paying close attention to the tie rod ends, ball joints, wheel bearing preload, pitman and idler arm. Additionally, check steering-to-frame and suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition. Repair or replace all worn or damaged parts!
- Read the instructions carefully and study the illustrations before attempting installation! You may save yourself a lot of extra work.
- Check the parts and hardware against the parts list to assure that your kit is complete. Separating before you begin will save installation time.
- Check the special equipment list and ensure the availability of these tools.
- Secure and properly block vehicle prior to beginning installation.
- ALWAYS wear safety glasses when using power tools or working under the vehicle!
- Use caution when cutting is required under the vehicle. The factory undercoating is flammable. Take appropriate precautions. Have a fire extinguisher close at hand.
- Foot pound torque readings are listed on the Torque Specifications chart at the end of the instructions. These are to be used unless specifically directed otherwise. Apply thread lock retaining compound where specified.

- Please note that while every effort is made to ensure that the installation of your Pro Comp lift kit is a positive experience, variations in construction and assembly in the vehicle manufacturing process will virtually ensure that some parts may seem difficult to install. Additionally, the current trend in manufacturing of vehicles results in a frame that is highly flexible and may shift slightly on disassembly prior to installation. The use of pry bars and tapered punches for alignment is considered normal and usually does not indicate a faulty product. However, if you are uncertain about some aspect of the installation process, please feel free to call our tech support department at the number listed on the cover page. We do not recommend that you modify the Pro Comp parts in any way as this will void any warranty expressed or implied by the Pro Comp Suspension company.

1. Position your vehicle on a smooth, flat, hard surface (i.e. concrete or asphalt). Block the rear tires and set the emergency brake.

2. Measure and record the distance from the center of each wheel to the top of its fender opening. Record below.

LF: _____RF:_____ LR: _____RR:_____

3. If you do not have access to a professional shop lift, place the vehicle in neutral and put your floor jack under the front axle and raise the vehicle. Place jack stands under the frame rails and lower the frame onto the stands. Remove the jack and place the vehicle back in gear, set the emergency brake, and place blocks both in front and behind the rear wheels.

4. Unbolt and remove the transmission skid plate from the vehicle.

5. Unbolt and remove the front and rear sway bar end links from the vehicle. Save the rear sway bar links and hardware for reuse.

6. Remove the shocks on both sides of the vehicle. It may be necessary that you slightly raise the axle to unload the shocks for removal.

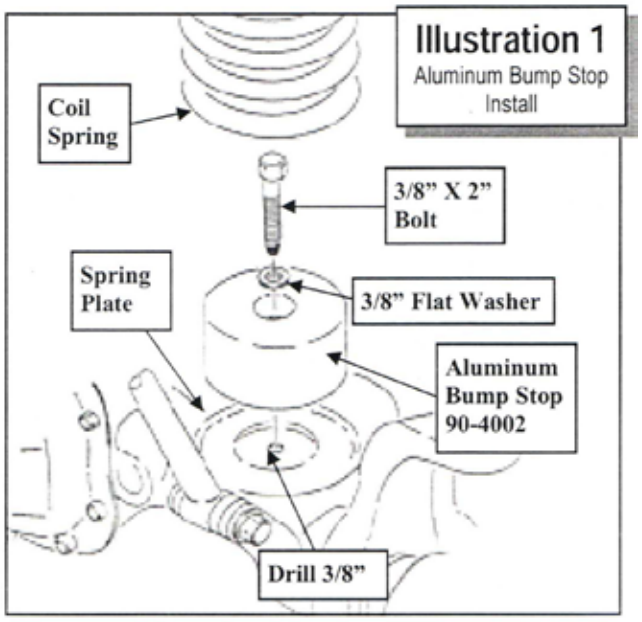
7. Unbolt the front track bar and remove it from the vehicle. Save the hardware for reinstallation.

8. Unbolt the all the ABS mounting clips from the vehicle.

9. Unbolt the front brake line brackets from the vehicle.

10. Lower the front axle enough to remove the coil springs from the front spring pockets. Save the factory isolators for re-use. NOTE: Be sure to support the axle while the springs and shocks are removed.

11. Drill out the center of the front axle pad to 3/8:. See Illustration 1.



12. Install the aluminum bump stop (90-4002) into the previously drilled 3/8" hole using the supplied 3/8" x 2" bolt and hardware. See Illustration 1

13. Carefully lower the front axle to ease in the new front coil illustration. Using the factory isolators install the Pro Comp coil springs (55399) into the spring buckets and raise the front axle into place. Make sure the front coil spring seats properly on the lower spring perch.

14. If your kit includes JKS front disconnects, install them now (see attached instructions). Otherwise, remove the rear axle sway bar end links and reinstall them in the front. You'll notice a difference in length of the links,

15. Reattach the sway bar hardware to 35 ft./lbs.

16. Torque the sway bar hardware to 35 ft./lbs.

17. Reinstall the transmission skid plate using the previously removed OE hardware.

18. Install your Pro Comp front shocks with the (MX6024 body end up or 924510 with the shaft end up? using the OE hardware. Torque
the upper mounting hardware to 17 ft./lbs. and the lower to 35 ft./lbs.

19. Reinstall the ABS and brake line brackets to the vehicle using the previously removed OE hardware. For 2007 - 2010 models, you will need to use the front brake line spacers. For 2011 models, simply remove the brake line bracket and ensure proper routing of the line. You will not need to reuse the brackets for 2011 models.

20. On both sides of the vehicle, check the routing of the brake lines and the ABS wiring harnesses. There must be no pinching, rubbing, or stretching of either component. Use zip ties to secure these items to the steering components. All full droop, cycle the steering from lock to lock while observing the reaction of these components. Reposition them if needed.

21. Reinstall the front wheels and lower the vehicle to the ground. Torque the lug nuts according to the wheel manufacturer's
recommendations.

22. Reinstall the OE front track bar to the axle mount using the previously removed OE hardware. Torque the track bar mounting bolt according to the manufacturer's specifications. If your kit includes an upgraded HD track bar, install it in place of the factory component.

Notes:
- On completion of the installation, have the suspension and headlights re-aligned.
- After 100 miles recheck for proper torque on all newly installed hardware.
- Recheck all hardware for tightness after off road use.

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REAR INSTALLATION:

1. Block the front tires and raise the rear of the vehicle. Support the frame with jack stands forward of the rear springs.

2. Remove the rear wheels.

3. Unbolt the rear track bar from the rear axle mount and secure up and out of the work area. Save the hardware for reinstallation.

4. Remove the shocks on both sides of the vehicle. It may be necessary that you slightly raise the axle to unload the shocks for removal

5. Confirm that you removed the rear sway bar end links and moved them to the front.

6. Unbolt the rear brake line brackets from the vehicle.

7. Lower the rear axle enough to remove the coil springs from the rear spring pockets. Save the factory isolators for re-use.

Note: Be sure to support the axle while the springs and shocks are removed.

8. Install the driver side rear track bar relocation bracket (91-5841) into the original track bar mounting pocket using the supplied 9/16" x 3 1/4" bolt and supplied spacer (90-2650). See Illustration 2.

9. Insert the (2) 3/8" x 1" bolt into the track bar bracket and secure it to the driver side rear axle shock mount. See Illustration 2.

10. Tighten the previously installed 9/16" and 3/8" hardware.

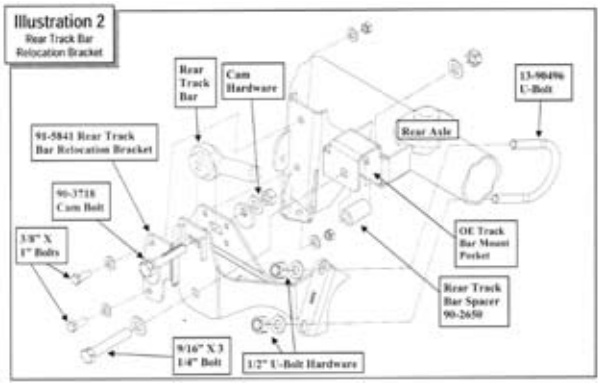
11. Install the U-bolt around the rear axle tube and secure to the rear track bar relocation bracket (91-5841) using the supplied 1/2" washer and nut. See Illustration 2.

12. Torque the 3/8", 1/2" U-bolt and 9/16" track bar hardware according to the torque chart.

13. Install the rear bump stop (91-5289) onto the axle pad. Secure through the existing holes in the axle pad using the (2) supplied 5/16" X 1" bolts and hardware. Torque bolts according to the torque chart.

14. Carefully lower the rear axle to ease in the new rear coil spring installation. Using the factory isolators install the Pro Comp rear coil sprigs (55207) into the spring buckets and raise the rear axle into place. Make sure the coil spring seats properly on the lower spring perch.

Note: Be sure to install factory isolators before raising the springs into place.



15. Install your new Pro Comp rear shocks (MX6155 with body end up or 924507 with shaft end up) using the OE hardware. Torque the upper mounting hardware to 20 ft./lbs. and the lower to 35 ft./lbs.

16. Install the extended rear sway bar end links..

17. Reinstall the rear brake line brackets to the vehicle using the extended brake line drop brackets and previously removed OE hardware.

18. On both sides of the vehicle, check the routing of the brake lines and the ABS wiring harnesses. There must be no pinching, rubbing, or stretching of either component. Use zip ties to secure these items to the steering components. All full droop, cycle the steering from lock to lock while observing the reaction of these components. Reposition them if needed.

19. Reinstall the rear wheels and lower the vehicle to the ground. Torque the lug nuts according to the wheel manufacturer's recommendations.

20. Install the rear track bar to the relocation bracket (91-5841) using the supplied adjustable cam bolt (90-3718) and hardware from hardware pack (90-6529). Do not torque the cam bolt at this time. See Illustration 2.

21. Postion your vehicle on a smooth, flat, hard surface (i.e. concrete or asphalt).

22. Rotate the track bar cam bolt until the wheels are centered under the vehicle.

23. Torque track bar cam bolt to 103 ft./lbs.

24. Drive the vehicle forward and backward a few feet to be sure that the axle is adjusted properly and the vehicle is tracking in a straight line.

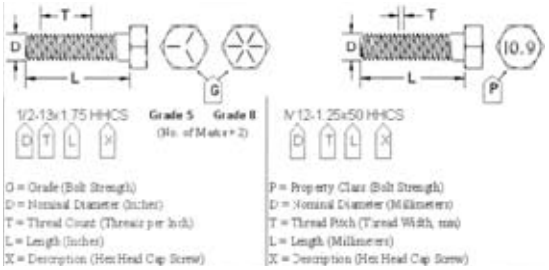
IMPORTANT!: If the steering wheel is not centered properly it will trigger the antilock brake and traction control warning lights.

Notes:
- On completion of the installation, have the suspension and headlights re-aligned.
- After 100 miles recheck for proper torque on all newly installed hardware.
- Recheck all hardware for tightness after off road use.

Use this only as a guide for hardware without a called out torque specification in the instruction manual.

Bolt Torque and ID

Decimal System			Metric System			
All Torques in Ft. Lbs. Maximums						
Bolt Size	Grade 5	Grade8	Bolt Size	Class 9.8	Class 10.9	Class 12.9
5/16	15	20	M6	5	9	12
3/8	30	45	M8	18	23	27
7/16	45	60	M10	32	45	50
1/2	65	90	M12	55	75	90
9/16	95	130	M14	85	120	145
5/8	135	175	M16	130	185	210
3/4	185	280	M18	170	240	290



Notice to Owner operator, Dealer and Installer:
Vehicles that have been enhanced for off-road performance often have unique handling characteristics due to the higher center of gravity and larger tires. This vehicle may handle, react and stop differently than many passenger cars or unmodified vehicles, both on and off–road. You must drive your vehicle safely! Extreme care should always be taken to prevent vehicle rollover or loss of control, which can result in serious injury or even death. Always avoid sudden sharp turns or abrupt maneuvers and allow more time and distance for braking! Pro Comp reminds you to fasten your seat belts at all times and reduce speed! We will gladly answer any questions concerning the design, function, maintenance and correct use of our products. Please make sure your Dealer/Installer explains and delivers all warning notices, warranty forms and instruction sheets included with Pro Comp product. Application listings in this catalog have been carefully fit checked for each model and year denoted. However, Pro Comp reserves the right to update as necessary, without notice, and will not be held responsible for misprints, changes or variations made by vehicle manufacturers. Please call when in question regarding new model year, vehicles not listed by specific body or chassis styles or vehicles not originally distributed in the USA. Please note that certain mechanical aspects of any suspension lift product may accelerate ordinary wear of original equipment components. Further, installation of certain Pro Comp products may void the vehicle's factory warranty as it pertains to certain covered parts; it is the consumer's responsibility to check with their local dealer for warranty coverage before installation of the lift. Warranty and Return policy: Pro Comp warranties its full line of products to be free from defects in workmanship and materials. Pro Comp's obligation under this warranty is limited to repair or replacement, at Pro Comp's option, of the defective product. Any and all costs of removal, installation, freight or incidental or consequential damages are expressly excluded from this warranty. Pro Comp is not responsible for damages and / or warranty of other vehicle parts related or non-related to the installation of Pro Comp product. A consumer who makes the decision to modify his vehicle with aftermarket components of any kind will assume all risk and responsibility for potential damages incurred as a result of their chosen modifications. Warranty coverage does not include consumer opinions regarding ride comfort, fitment and design. Warranty claims can be made directly with Pro Comp or at any factory authorized Pro Comp dealer.

IMPORTANT! To validate the warranty on this purchase please be sure to mail in the warranty card. Claims not covered under warranty-

- Parts subject to normal wear, this includes bushings, bump stops, ball joints, tie rod ends and heim joints
- Discontinued products at Pro Comp's discretion
- Bent or dented product
- Finish after 90 days
- Leaf or coil springs used without proper bump stops
- Light bulbs
- Products with evident damage caused by abrasion or contact with other items
- Damage caused as a result of not following recommendations or requirements called out in the installation manuals
- Products used in applications other than listed in Pro Comp's catalog
- Components or accessories used in conjunction with other manufacturer's systems
- Tire & Wheel Warranty as per Pro Competition Tire Company policy
- Warranty claims without "Proof of Purchase"
- Pro Comp Pro Runner coil over shocks are considered a serviceable shock with a one-year warranty against leakage only. Rebuild service and replacement parts will be available and sold separately by Pro Comp. Contact Pro Comp for specific service charges.
- Pro Comp accepts no responsibility for any altered product, improper installation, lack of or improper maintenance, or improper use of our products.

E-Mail: tech@explorerprocomp.com
Website: www.explorerprocomp.com
Fax: (619) 216-1474

PLACE WARRANTY REGISTRATION NUMBER HERE:_____

JKS Adjustable Track Bar

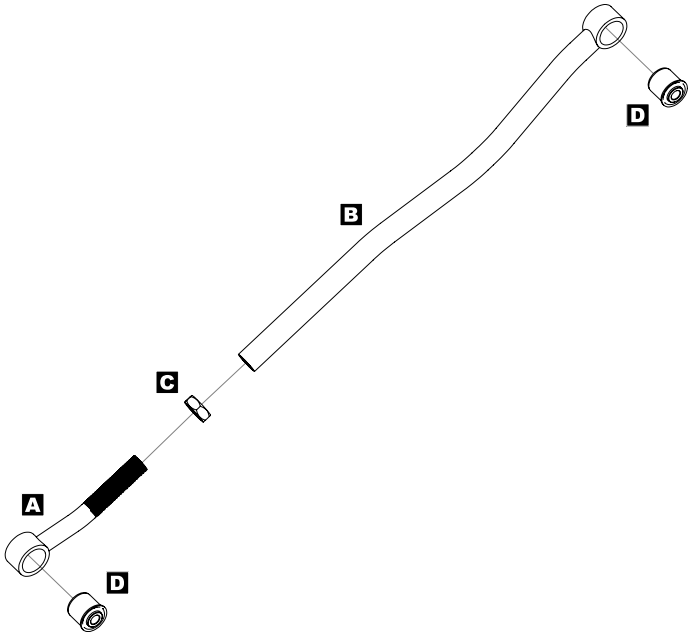
TOOLS REQUIRED

Hydraulic Floor Jack & Jack Stands Metric/Standard Socket Wrench Set Torque Wrench 1-7/16" Open-End Wrench Tape Measure Heavy Duty Ratchet Strap * Anti-Seize Lubricant Factory Service Manual (recommended)

* Asterisk denotes tools that are not required for some applications. Thoroughly read instructions first to determine which tools will be required for your application.

IMPORTANT

NOT COMPATIBLE WITH right hand drive vehicles. CHECK TORQUE SPECIFICATIONS regularly.



DESCRIPTION	QTY
A Male Threaded (Axle) End	1
B Female Threaded (Chassis) End	1
C 1" NF Jam Nut	1
D Rubber Bushing	2

INSTALLATION 1.

REMOVE FRONT TRACK BAR

- Raise and support the vehicle chassis with jack stands positioned behind the front lower suspension arm brackets.
- Raise and support the front axle housing with a hydraulic jack to relieve any tension from the mounting bolts.
- Remove the front track bar mounting hardware from the axle and chassis brackets per the factory service manual instructions for your vehicle. Retain original hardware.
- Remove original track bar from vehicle.

2. MOUNT ADJUSTABLE TRACKBAR TO CHASSIS BRACKET

Apply anti-seize lubricant to bolt threads of original track bar mounting hardware. Insert Chassis End (B) of Adjustable Track bar into the chassis bracket.

Loosely install the original mounting hardware.

Ratchet Strap (preferred)

- Attach a heavy duty ratchet strap to the chassis on one side of the vehicle, and to the axle housing on the other side.
- Tighten the strap in small increments to pull the chassis in alignment with the axle
- Take measurements after each adjustment until centered.

3. CENTER FRONT AXLE HOUSING

- Remove jack stands and lower vehicle to ground.

HINT: Vehicle must be at normal ride height, on level ground, with the suspension supporting the full vehicle weight.

- Determine if the axle housing is centered by measuring the distance between the tire and chassis, using the exact same points on each side of the vehicle to en sure accuracy.

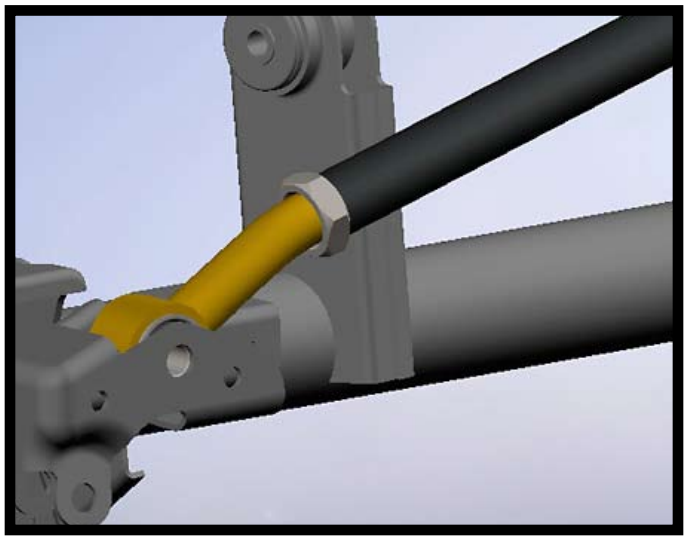
HINT: For example, measure from the edge of a tire tread lug to the outboard side of the chassis, then repeat the measurement on the other side of vehicle using exact same points.

- If the two measurements are equal, the axle is centered. If the measurements vary, divide the difference in half to determine the amount of adjustment required.

HINT: If the axle housing is not centered, the chassis can be laterally shifted using either of the following methods.

Steering Wheel

- Have a partner turn the steering wheel in small increments to shift the vehicle chassis side-to-side.
- After each adjustment, have your partner hold the steering wheel steady while you take measurements.



4. SET ADJUSTABLE TRACKBAR LENGTH AND MOUNT TO AXLE

- With the axle housing centered beneath the chassis, adjust the length of Adjustable Track bar by rotating the Axle End (A) until the steel sleeve in the Rubber Bushing (D) aligns with the mounting holes on the axle bracket.
- Apply anti-seize lubricant to original mounting bolt threads and adjustment threads of track bar.
- Mount Axle End (A) of Adjustable Track bar to the axle bracket by loosely installing the original mounting hardware.

5. POST-INSTALLATION

- Take measurements again to ensure axle housing is perfectly centered and make any final adjustments if necessary.

IMPORTANT: The front axle housing must be in perfect lateral alignment with vehicle chassis before you proceed with installation.

- Once all adjustments are complete, fully tighten the Jam Nut (C) to prevent Adjustable Track bar length from changing.

HINT: It may be easier to tighten Jam Nut with the Adjustable Track bar removed from vehicle.

- Using a torque wrench, tighten mounting hardware at both ends of track bar to 125 ft-lbs.

- A professional steering alignment should be performed to correct toe position and to ensure vehicle meets proper alignment specifications.

Maintenance
Torque specifications regularly. Regular cleaning with pressurized water is recommended to maximize reliability.

JKS Quicker disconects

WARNING
NOT COMPATIBLE WITH right hand drive vehicles. CHECK TORQUE SPECIFICATIONS regularly.

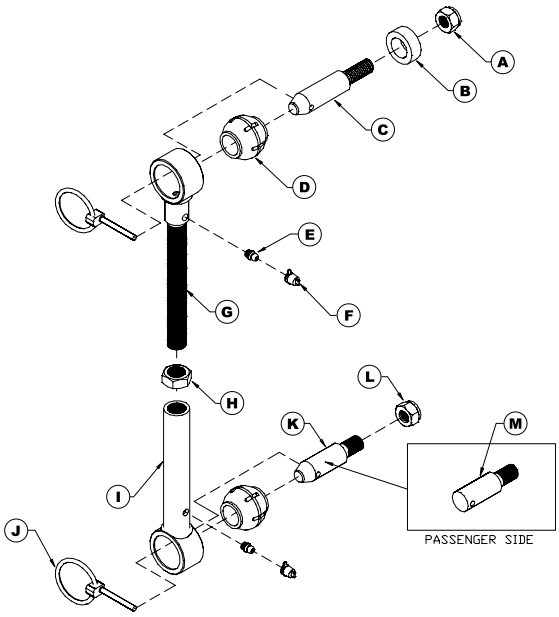
IMPORTANT SAFETY INFORMATION
SOME VEHICLES MAY REQUIRE extended front brake hoses or other modifications to compensate for additional suspension travel.

NEVER DISCONNECT swaybar when operating vehicle on public roads.

WHEN DISCONNECTED, the Quicker Disconnects must be completely removed from vehicle.

WHEN DISCONNECTED, the swaybar must be secured to the chassis in the horizontal position to prevent interference with tires.

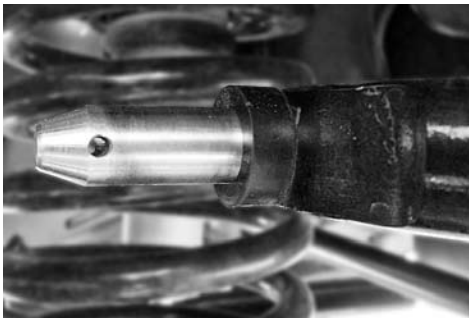
Tools Required
- 15/16” Open-End Wrench
- Grease Gun with Zero Fitting Coupler
- Wheel Bearing Grease
- Factory Service Manual (recommended)
- Metric/Standard Socket Wrench Set
- Torque Wrench
- Medium Strength Threadlocker
- #1 Philips Screwdriver or Small Punch
- Angle Measuring Tool



A 12mm Nylock Nut
B Offset Polyurethane Spacer
C 12mm Upper Tapered Mounting Post
D Spherical Bushing
E Press-In Grease Zerk
F Grease Zerk Cap
G Upper Male Threaded End Assembly
H 5/8” Jam Nut
I Lower Female Threaded End Assembly
J Click Pin
K 1/2” Lower Tapered Mounting Post (D/S)
L 1/2” Nylock Nut
M 1/2” Lower Flat Mounting Post (P/S)

1. REMOVE ORIGINAL EQUIPMENT (OE) SWAYBAR LINKS

- Remove front swaybar drop links hardware per the factory service instructions for your vehicle.



2. INSTALL UPPER MOUNTING POSTS

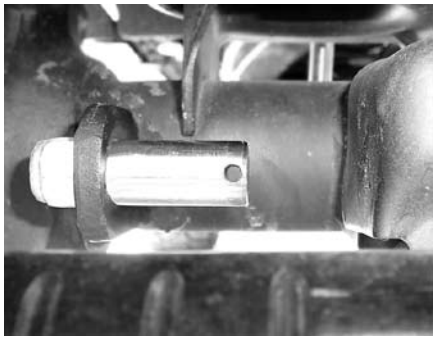
- Locate the stainless steel 12mm Upper Tapered Mounting Posts (C) with attached Offset Polyurethane Spacers (B).
- Mount the 12mm Upper Tapered Mounting Posts (C) on out board side of the swaybar, ensuring small Click Pin holes are horizontal or parallel with the ground.
- Apply medium strength threadlocker to the tip of mounting post threads.
- Secure mounting posts to swaybar by installing 12mm Nylock Nuts (A) from the inboard side and tighten to 65 ft-lb. using a torque wrench.

HINT: A small Philips head screwdriver or punch inserted into the Click Pin hole will enable you to prevent the mounting post from rotating when tightening the nut.

Passenger Side (M)

DriverSide (K)

1/2” Lower Tapered Mounting Posts
PN 2030 / 2034

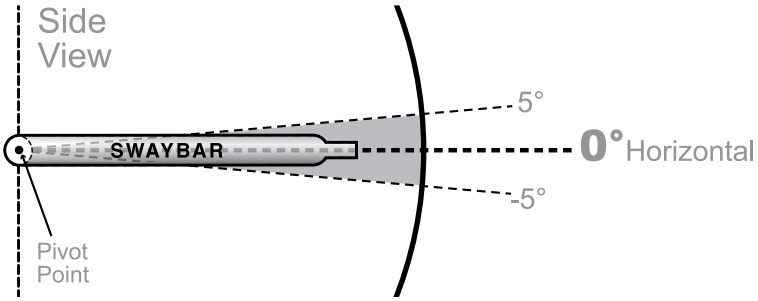


3. INSTALL LOWER MOUNTING POSTS

- Insert stainless steel 1/2” Lower Tapered Mounting Posts (K & M) into lower swaybar link holes on front axle. Position posts with tapered ends pointing inboard, ensuring small Click Pin holes are horizontal or parallel with the ground.

IMPORTANT: The passenger side lower post is squared off to provide sufficient clearance between the post and the OE trackbar bracket on the axle.

- Apply medium strength threadlocker to the tip of mounting post threads.
- Install 1/2” Nylock Nuts (L) on outboard side of lower swaybar link brackets and tighten to 65 ft-lb. using a torque wrench.



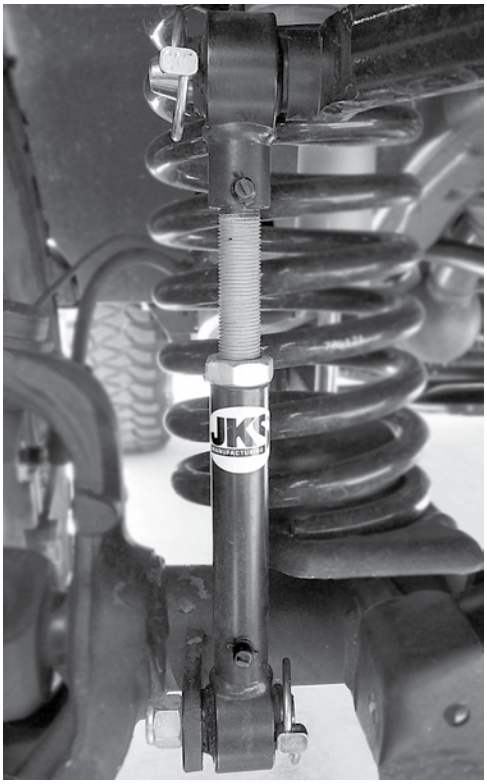
4. SET QUICKER DISCONNECT LENGTHS

- Determine the Ideal Swaybar Angle for your vehicle according to the following chart.
- Adjust the length of your Quicker Disconnects until swaybar is at the Ideal Angle or within Acceptable Range. Vehicle must be at normal ride height and located on level ground.
- Once adjusted, lay Quicker Disconnects on a flat surface and tighten 5/8" Jam Nuts (H) firmly against the Lower Ends (I).

Vehicle	Part Number	Maximum Length *	Ideal Swaybar Angle (Acceptable Range)
JK Wrangler	PN 2030	7-1/8"	**0°** (-5° to 5°)
	PN 2034	11-5/8"	

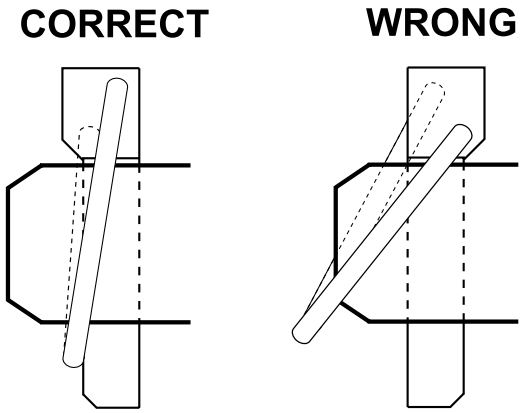
IMPORTANT: DO NOT exceed Maximum measured from center-to-center indicated for your part number.

IMPORTANT: Bushing cradles at both ends of Quicker Disconnect must remain parallel with each other when Jam Nut is tightened.

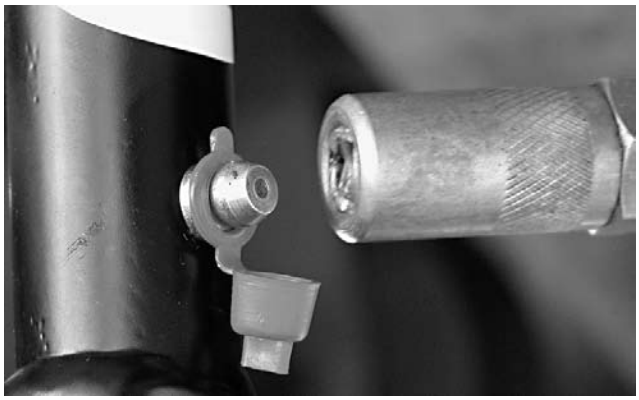


5. INSTALL QUICKER DISCONNECTS

- Slide Upper Ends (G) and Lower Ends (I) of Quicker Disconnects onto the Tapered Mounting Posts (C, K & M).
- Insert Click Pins (J) as illustrated to secure.



IMPORTANT: When properly installed, the ring on the Click Pin will "snap" against the shaft of pin. When installed backwards, the ring does not fit snugly against shaft.



6. LUBRICATE QUICKER DISCONNECTS

- Lubricate all Grease Zerk fittings on the Quicker Disconnects immediately after installation using common wheel bearing grease or equivalent.

IMPORTANT: When disconnected, the swaybar must be secured in the horizontal position to prevent interference with the tires. Failure to secure the swaybar correctly can lead to severe tire damage.

7. CORRECT OPERATION OF QUICKER DISCONNECTS

- Remove the Click Pins (J) from the Upper and Lower Tapered Mounting Posts (C, K & M).
- Completely remove Quicker Disconnects from vehicle and store safely inside vehicle.
- To reconnect, remove Click Pins (J) from mounting posts and rotate swaybar down.
- Slide Quicker Disconnects back onto mounting posts and reinstall Click Pins.

HINT: Install passenger side Quicker Disconnect first for easiest reinstallation.

Troubleshooting

If swaybar does not rotate freely, remove from vehicle, clean and apply rubber lubricant to chassis-mounted bushings, and reinstall.

Maintenance

It is important to lubricate Quicker Disconnects frequently for the first three (3) months after installation to evacuate contaminants that may build up during break-in period.

After break-in period, Quicker Disconnects should be lubricated regularly as part of vehicle maintenance schedule.

Regular cleaning with pressurized water is recommended to maximize ease of operation and reliability. Always lubricate afterwards to evacuate any moisture.